California Department of Transportation

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January 29, 2026

Jordan Miles
Inglewood Unified School District
401 South Inglewood Avenue
Inglewood, CA 90301

RE: Inglewood High School
Reconstruction Project
SCH # 2025070682
Vic. LA-405/PM 23.338
GTS # LA-2025-04985-DEIR

Dear Jordan Miles:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The Project will include the demolition of a majority of the existing buildings. Six new buildings would be constructed, including a two-story Administration and General Classroom building; a one-story Food Services and Multi-Purpose Room building; a one- to two-story Science Labs and General Classrooms building; a one-story Student Life building, a lone story Career and Technical Education and classrooms building, and a one-story Career and Technical Education land Music classrooms building. In addition, the existing Auditorium and Gymnasium, would be internally renovated. The Project would remove existing asphalt areas, and sports court/field and landscaping improvements would be included throughout the Inglewood High School campus. In addition, the Project would include campus path lighting, exterior building lights, and sports facility lighting.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

https://opr.ca.gov/ceqa/#guidelines-updates

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

The Inglewood High School Reconstruction Project is anticipated to generate trips associated with students, faculty, staff, and visitors accessing the campus. Project-specific trip generation estimates, derived from the ITE Trip Generation Manual (2017), indicate that the Project will generate approximately 1,536 daily weekday trips, including 214 trips during the AM peak hour and 214 trips during the PM peak hour. Saturday trips are estimated at 232 peak-hour trips and 2,392 total daily trips, primarily associated with the new recreational facilities, including playing fields, basketball courts, and tennis courts, as well as the net increase of 40 staff members. These trips are generally local-serving and primarily related to the school and recreational facilities, thereby limiting their overall effect on regional VMT.

The Project integrates multiple design features aimed at reducing vehicle trips, encouraging alternative transportation modes, and maintaining safe and efficient circulation. Pedestrian access will be improved through ADA-compliant walkways throughout the campus and a new pedestrian entrance at Grevillea Avenue/Nutwood Street. Bicycle access will be facilitated through the establishment of 32 student bicycle parking spaces near the main entrance and eight covered staff bicycle parking spaces within Building 1. The Project site is adjacent to existing Metro bus stops along Manchester Boulevard and Eucalyptus Avenue, thus providing convenient access to public transit for students, staff, and visitors. On-site vehicular circulation will be enhanced through reconfigured parking (158 total spaces, including standard, EV, and ADA-accessible stalls) and a dedicated emergency fire lane connecting Manchester Boulevard and Kelso Street, thereby minimizing conflicts between vehicles, pedestrians, and bicyclists while discouraging cut-through traffic on nearby residential streets.

Construction-related traffic will be managed through Project Design Features to further reduce potential impacts. PDF-TRAF-1 ensures that a Construction Traffic Management Plan is prepared for phases affecting offsite access, including planned detour routes, BMPs, and coordination with emergency providers. PDF-TRAF-2 implements a Construction Staging Plan to minimize noise, dust, traffic, and safety hazards near the site using fencing, signage, and controlled detours. PDF-TRAF-3 schedules construction trips, including large truck travel, during off-peak hours whenever feasible to reduce congestion and impacts to commuters.

Given the Project's trip generation, proximity to transit, pedestrian and bicycle improvements, on-site circulation enhancements, and the implementation of construction-related traffic management features, the Project will result in a less than significant impact with respect to vehicle miles traveled, traffic generation, and circulation. We concur that no additional mitigation measures are required. The Project's design features further support safe, efficient, and sustainable access for all campus users and promote active transportation in accordance with the City of Inglewood's planning goals.

Any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. Any large-size truck trips be limited to off-peak commute periods for the construction phase and operation phase. Construction truck loads should be covered with a tarpaulin cover.

Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water.

If you have any questions, please feel free to contact the project coordinator, Mr. Alan Lin, at (213) 269-1124 and refer to GTS # LA-2025-04985-DEIR.

Sincerely,

Anthony Higgins

Anthony Higgins
Acting LDR Branch Chief

email: State Clearinghouse